

# CZAR'S TROOPS FIGHT 3 MILES INTO HUNGARY

Army Now Storming Austrian Position on Peak Near Korosmezo.

## PIERCE PASS NEAR TRANSYLVANIAN LINE

Gen. Brusiloff, by Terrific Assaults, Reaches Road Leading to Budapest.

## OPENS WAY FOR DRIVE ON SOUTH TO LEMBERG

Russians Also Break Down Desperate Attacks Along Zlota Lipa.

PETROGRAD, Aug. 18.—The Russians have advanced three miles into Hungary and are storming Austrian positions on a mountain peak near Korosmezo, at the western (Hungarian) end of Jablonitz pass. From Korosmezo runs the railroad that leads down into the fertile plains of Hungary, the important granary of the Teutonic Powers.

Gen. Brusiloff's army has fought its way through the Jablonitz pass along the line of this railroad by hard fighting on the wooded Carpathian peaks and ravines. Some days ago the Russians took the town of Jablonitz, at the eastern (Galician) end of the pass.

At the same time the Russian offensive further north, along the Zlota Lipa front, grows stronger. The determined Austrian counter attacks have not stopped it permanently and gains in several parts of that front are announced.

## Piercing Fighting on Peaks

Hungary has been entered at its northernmost corner, not far from the Transylvanian border. The point where the fighting is going on now is the summit of the Carpathian range, and the Russian army and their Austrian adversaries have had fighting of the same sort as that which was fought amid mountain peaks and boulders and in the forests.

The Russians advanced along the railroad from the Italian front, turned on to the Zlota Lipa front, and then go through Jablonitz Pass. Once through the pass, running through Korosmezo, the railroad goes southward, approximately along the line of the Tisza River to Halych, a distance of some 150 miles, and on to Budapest.

This railroad and the valley of the Tisza are probably the key to the Russian advance for the early part of the invasion of Hungary. The first considerable town on the road, once Korosmezo is passed, is Rahov.

## Points Way to Lemberg

This success of the Russians strengthens their line south of the Tisza, and about Stanislaw and Halych in the southern drive for Lemberg. It does more than that, however, for it makes possible a flanking movement from the Austro-German front from Pinsk to Lemberg. The south and east look like the consequences will be of great importance.

Hungary would be a rich prize for the armies of the Czar and a heavy loss to the Central Powers. Hungary is the great wheat growing, cattle raising region of the Austro-Hungarian empire and it has many valuable mines and ammunition works. Russian occupancy would cut the Central Powers off from these much needed and valuable supplies and give them to the Russians.

Near Korosmezo, where the Russians have set foot on this fertile country, are copper and lead mines of great value in making munitions, and gold and silver. A little to the northwest are sheep ranches, and immediately to the south are thick forests for lumber.

Korosmezo where pigs and sheep are raised. As the Russians go further into the country, these fields will become more frequent. The south and east look like a wide area of the fields.

## Take Heights by Storm

To the north, in the operations to take Lemberg from the south, the Russians drove forward a little further below Stanislaw, and took Lysets, seven miles southwest of it on the Bystritsa-Solotvino line. On the western bank of the same river the Russians took a series of heights toward Ardelus.

On the Zlota Lipa front, where the Austrians and Germans, aided now by the Turks, have been making a desperate drive back on a wide front, the Russians withstood violent counter attacks all day. The War Office says a new advance is expected there soon.

# PARALYSIS PUTS OFF PRINCETON OPENING

Action Taken to Prevent Carrying Disease Into University Town.

PRINCETON, N. J., Aug. 18.—To obviate the danger of infantile paralysis to students and residents of Princeton, President John Grier Hibben, after meeting with the Princeton Board of Health and the university committee on sanitation, to-day decided to postpone the regular opening of the university from September 26 to October 10.

The action is precautionary, but it seemed best in view of the existence of infantile paralysis in sections of the country from which the university's students are drawn.

## AFTER HUNGARY'S WHEAT CROP

Von Batsch of German Food Board Negotiating, Is Reported.

LONDON, Aug. 18.—An Exchange Telegraph company despatch from The Hague says: "Herr von Batsch, president of the German food regulation board, in the course of an interview with the New York Journalist said negotiations are progressing between Berlin and Budapest with a view to inducing Hungary to turn over the surplus of its Hungarian wheat crop to Germany. Herr von Batsch said: 'We hope Hungary will do this in the general interest of our cause.'"

# DEUTSCHLAND SAID TO BE AT BREMEN

Private Berlin Advice Reports Arrival Thursday—Seen at Sea Aug. 10.

GENEVA, Aug. 18.—A private telegram received to-day from Berlin by the Neue Zürcher Zeitung says that the German submarine Deutschland arrived safely yesterday at Bremen from the United States.

The Deutschland sailed August 1 and passed outside the Virginia capes August 17. It was seen by the U. S. S. Albatross, which made about the same time as on her outward voyage.

## Saw the Deutschland

NEWSPAPER NEWS, Aug. 18.—The captain of the German submarine Deutschland, which was seen by the U. S. S. Albatross, is reported to have been seen by the U. S. S. Albatross, which made about the same time as on her outward voyage.

## CHEAP GASOLINE MOVING EAST

Garage Men Here Paying 25 Cents in 1,000 Gallon Lots.

Eastward the wave of gasoline reduction is sweeping, although no reduction in the price of the Standard Oil product was reported from No. 26 Broadway yesterday. The price to the middlemen, the garage keepers who buy in 1,000 gallon lots, was 25 cents yesterday at 22 cents, a figure naturally lower than that which the public paid for its motor fuel.

## FOR POLAND'S AUTONOMY

Germany and Austria Said to Have Reached an Agreement.

LONDON, Aug. 18.—According to special despatches to Dutch newspapers, says the Exchange Telegraph's Amsterdam correspondent, Germany and Austria have reached an agreement providing for the recognition of autonomy of Poland.

The despatches add that an announcement to this effect has been made in Warsaw.

## MAYOR SHOWS HE'S GOOD SHOT

Makes 24 Out of Possible 25 at Rifle Practice.

PLATTSBURG, N. Y., Aug. 18.—In the sub-caliber rifle practice of Company B, Ninth Training Regiment, at the Camp of Military Instruction to-day, Second Lieut. John Purroy Mitchell, Mayor of New York, made a total of 24 out of a possible 25, and was beaten by only one man in the company, Private Ralph May of Boston, who finished with a perfect score.

## ANGLO-FRENCH GAINS

Victories Reported Along the Somme and at Verdun.

LONDON, Aug. 18.—Anglo-French successes on the Somme front and at Verdun, more towns threatened, hills and forests stormed, eight machine guns and 60 German taken prisoners are reported to-night. Berlin admits defeat. The village of Maurepas in and about which there has been severe fighting for the last week, is almost entirely in French hands. The British have taken the village of Maurepas in and about which there has been severe fighting for the last week, is almost entirely in French hands.

# SHIP BILL JAMMED THROUGH CONGRESS

Senate Democrats Vote For and Republicans Against \$50,000,000 Measure.

## UNDERWOOD IS CRITICAL

Predicts Failure of Government Ownership Plan and Attacks President.

WASHINGTON, Aug. 18.—After a fight extending over two years the Administration has succeeded in jamming through Congress its \$50,000,000 Government ownership shipping bill.

The much discussed and much amended measure passed the Senate this afternoon by a vote of 23 to 21. Every Democrat voting was recorded in favor of the bill. Every Republican who voted was in opposition.

Senator Johnson, Maine, Democrat, who is in a desperate struggle to hold his seat, asked that an announcement be made that he was paired in opposition. Manifestly Government ownership and operation of merchant vessels is not an attractive platform on which to invite votes in Maine this year.

Not only does the passage of this measure mark the biggest and most radical venture in Government ownership ever undertaken by the United States but it also brings into being a new commission which will have broad powers over the shipping interests of this country, such as are now exercised by the Interstate Commerce Commission over railroads.

## Underwood Chides Wilson

The passage of the bill drew from Senator Underwood, Alabama, a notable speech in which he, one of the leading Democrats of Congress, reviewed the platform pledges broken by the Wilson Administration and chided the President and his followers for failure to put into effect the 5 per cent. discriminating duty on goods imported into the United States from America's rivals.

This duty was provided in the Underwood tariff law, but the Administration refrained from enforcing it because decreasing duties was necessary to grasp every dollar to avoid a bond issue. The lower court already has held that these duties should have been refunded to the United States.

Senator Underwood charged that if this original discriminating duty had been paid to American vessels the present bill would have been unnecessary. Mr. Underwood sharply criticized the Administration for having denied American shipping a blow from the tariff law.

## Civil Service Applied

Among the amendments adopted in the closing hours of last evening the Senate passed a bill to apply the civil service law to the employees of the Government.

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# HURRICANE SWEEPS LOWER TEXAS COAST

Militiamen, Driven From Tents, Camp Out in Brownsville City Hall.

## WIRE TO CITIES DOWN

Corpus Christi Summer Homes Wrecked by Wind—Vessels in Danger.

SAN ANTONIO, TEX., Aug. 18.—The lower Texas coast is feeling the first fury of an approaching hurricane which having swept up into the Gulf of Mexico from the Yucatan Channel Wednesday night now is starting inland.

At Corpus Christi, Brownsville and other points west velocities of seventy miles an hour have been reported. Weather forecasters say the crisis will be passed by morning, and between now and dawn coast points may expect to feel the terrific sweep of winds at 120 miles an hour.

To-night the regulars and the militiamen stationed at Port Brown, Brownsville, were forced to leave their quarters and take refuge in the city hall and other public buildings, according to scampy reports which came through by the army wireless. The troops affected were Illinois, Iowa and Virginia. They took two days' rations with them.

## City May Be Dark

A Government wireless to Fort San Houston at 5.35 o'clock to-night said that trouble at the lighting station at Brownsville might leave the city in darkness, and that the water supply is in danger. The Rio Grande was rising, the message said, and several washouts had been reported.

Gen. Parker, commanding, ordered temporary abandonment of all military equipment and the evacuation of the Illinois camp was under way, the horses of the Illinois Guard suffering greatly from lack of food and water. The camp was under water and all roads were impassable.

Fort San Houston at 11 o'clock reported the following message from a wireless station: "The city of Brownsville is in darkness. The water supply is in danger. The Rio Grande is rising. The message said, and several washouts had been reported."

"Half of New York National Guardsmen's tents down and nearly that many at Llanos Grande, Mercedes and Mission. Thirty thousand soldiers sleeping in public buildings. Four and one-half inches of rain fell here. There is a full moon. The storm is reported coming from the east."

All wires to Brownsville were down, but the Marconi station here continued to work. The station at Brownsville, and late to-night, Gen. Parker, commanding, ordered temporary abandonment of all military equipment and the evacuation of the Illinois camp was under way, the horses of the Illinois Guard suffering greatly from lack of food and water. The camp was under water and all roads were impassable.

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# ARMY BILL VETOED AS JOKER IS FOUND

Wilson Blocks Plan to Abolish Courts-martial for Retired Officers.

## ACTION A REBUKE TO HAY

May Delay Preparedness Programme and Put Off Congress Adjournment.

WASHINGTON, Aug. 18.—President Wilson today unexpectedly vetoed the army appropriation bill, carrying \$267,000,000 for preparedness and many important features of the Administration's national defense programme.

An obscure provision slipped into the bill by Chairman Hay of the House Military Affairs Committee when it was in conference was responsible for the President's action. This provision removed retired army officers from liability to special service and court-martial proceedings. The President denounced the provision as dangerous to discipline and probably unconstitutional.

The vetoing of this important measure constituted a significant rebuke to the chairman of the House Military Affairs Committee. Mr. Hay declined to comment on the action of the President, but he showed embarrassment.

Whether the President's veto will result in delaying the preparedness programme and putting off the adjournment of Congress remains to be seen. Chairman Hay has reintroduced the bill in the House, eliminating the only objectionable provision concerning retired officers but also the entire section of the bill which included the modified Articles of War.

These modified articles were urged by the President and Secretary of War, and Senator Chamberlain, chairman of the Senate Committee on Military Affairs, has announced that they will be included in the bill introduced in the Senate. The bill introduced in the Senate, which will be thrown into conference again, where the fight between Hay and the Administration will be fought out.

## May Recall Democrats

If Representative Hay should remain in office, a call probably will have to be made for Democratic members, many of whom have returned to their districts to look after their political careers.

It has been reported that the Hay bill was inserted in the army bill in the interest of Gen. Ainsworth, retired, who desired to publish his memoirs, but well known army controversy between himself and Gen. Wood. It was rumored that Gen. Ainsworth had even written a book which would contain a scathing attack on Gen. Wood.

Mr. Hay has denied that he inserted the bill in the army bill in the interest of Gen. Ainsworth, retired, who desired to publish his memoirs, but well known army controversy between himself and Gen. Wood. It was rumored that Gen. Ainsworth had even written a book which would contain a scathing attack on Gen. Wood.

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# DEMANDS OF CARMEN REFUSED BY NEW YORK RAILWAYS DIRECTORS

Board Willing, Men Unwilling, to Arbitrate Question of Reinstating 14 Discharged Employees—Both Sides in Final Appeal to Mayor and Oscar S. Straus.

Directors of the New York Railways Company and a committee representing the employees recently on strike met in conference yesterday at 165 Broadway and the officials decided not to yield to the demand of the union committee for the reinstatement of fourteen discharged employees. They demanded that the question be arbitrated.

The workers, contending this point had been definitely decided in the peace treaty of August 4, declined to arbitrate. Both sides appealed to Mayor Mitchell and Oscar S. Straus, chairman of the Public Service Commission—the road with a request for arbitration, the employees with a demand that the company reinstate the men without further negotiations, which they regard as contrary to the spirit of the peace agreement.

## Mitchell and Straus Hold Key

Only Mayor Mitchell and Chairman Straus can bring about a renewal of the treaty mutually ratified. Not for days yet will there be a strike—if at all—but there was no escape yesterday from the conclusion the workers will stand firmly for reinstatement of their fellows, even if the whole New York transit system must be stopped to do it.

After a rejection of their plea yesterday for the reinstatement of the fourteen discharged employees, followed by what they called a plain snub by the directors, the committee of the workers left the company's offices hot for reprisal. They reached the decision within a few minutes after the directors stated their attitude that the entire strike settlement agreement becomes a mere "scrap of paper" unless the company puts the fourteen men back to work.

In all probability, unless the Mayor and Chairman Straus find the solution, the conditions will revert to those which existed before Mitchell and Straus brought the factions together.

## Summary of Situation

This is a summary of the situation: In the two days preceding the end of the strike a number of minor acts of violence were reported, acts which resulted in the arrest of strikers. Thirty-nine men in all were seized. Nine of these were acquitted. Of the remaining thirty convicted, sixteen so disguised their identity that the company could not recognize them in court. The law department of the company, however, did make a list of fourteen men who were convicted. One of the company's first acts after the strike was to request the reinstatement of these employees.

In the contention of the union, which represents the road workers, this was a denial of the company's demand that the strike be ended. They contended it was in defiance of section 5 of the document. This document says: "If the above is agreed to and accepted it is further agreed that the employees shall declare off the strike and return to work immediately in the positions they occupied prior to the time of going on strike, without prejudice."

The adherence of the directors after a conference yesterday for their purpose of refusing to take the convicted men back was construed by the union men as a plain violation of faith. They feel that this violation if maintained is sufficient to cause abrogation of the whole document.

## Statement by Directors

In the following statement, issued by the directors after they held a star chamber session following their conference with the employees' side in the controversy, they said: "The company has no objection to the reinstatement of the fourteen discharged employees, but it is not prepared to accept the demand of the union committee for the reinstatement of the fourteen discharged employees."

"At a meeting August 18 of the board of directors of the New York Railways Company, at which a majority was present, after receiving a committee representing employees of the company, the following minute was adopted unanimously: 'The board reiterates its adherence to the agreement of August 4 with Mayor Mitchell and Chairman Straus. The board is not prepared to accept the demand of the union committee for the reinstatement of the fourteen discharged employees.'"

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# RAILWAY HEADS OPPOSE WILSON; MEN O. K. PLAN

Thirty-one Executives to File Formal Answer to 8 Hour Plea To-day.

## PRESIDENT FORCES ISSUE WITH ROADS

Hints of Government Ownership as Alternative to Strife.

## WORKERS APPROVE PROPOSAL BY 3 TO 1

Counter Suggestion or Rejection of White House Terms Expected.

WASHINGTON, Aug. 18.—Negotiations between President Wilson and the four contending brotherhoods and thirty-one railroad executives of the United States were brought to the verge of a crisis to-night, the outcome of which probably will be indicated to-morrow.

Whether these final efforts to bring about a peaceful solution of the overshadowing problem are to end in success appears to depend on a change of attitude either on the part of the President or of the railway officials.

Representatives of the four brotherhoods by their acceptance of the President's peace plan to-day have practically eliminated themselves from the present situation. As the advocate of the eight hour day the President appears as the protagonist of the 400,000 railway employees and the struggle is between him and the railroads.

Between these two deadlock prevails. The President to-day submitted his plan of settlement to thirty-one railway executives, proposing the acceptance of a basic eight hour day and the appointment of a commission to study all collateral questions. The railway executives did not give their answer at once. They will meet the President again to-morrow, and the outcome of this conference the future course of both sides will depend.

There is no more indication of yielding on the part of the railroad executives and managers to-night than there is that the President will abandon his plan of settlement. The railroad officials take the view that the President has assumed a much broader aspect than that immediately involved in the present controversy, namely whether the principle of arbitration in the settlement of wage disputes is to be abandoned or whether coercion under threat of a strike shall prevail.

The railway executives will reply to the President's proposal by suggesting arbitration. They do not minimize the gravity of the situation, but they are not prepared to make such a demand in lieu of the plan offered by the President. The undercurrent of opinion that at the last moment they will not accept the President's plan and place upon him the responsibility for the adoption of the eight hour day still exists.

Standing by the Managers. But there were no signs to-night that the railroad presidents or even a small proportion of them will yield their ground. The President's plan, in the present moment to stand by the board of managers, whether a strike is to follow or not. Their response, in the nature of an ultimatum, will be to that end.

The railway executives present, who direct the operation of large portions of the railways of the United States, listened to these observations in silence. When the President had concluded his remarks, the President, Mr. Wilson, Burlington and Quincy, who had been designated as spokesman, replied briefly.

Three Points in Controversy. He said there were three points involved in the controversy which the executives had to consider: First—The duty of the railroads toward the public. Second—The duty of the officers toward the preservation of the properties committed to their charge. Third—Their duty toward the 72 per cent of employees who are not members of the Government called to the colors the employees involved and detailed them to operate the trains.

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